THE WEATHER IN OCTOBER

Weather Bureau Issues Its Climate and Crop Bulletin.

THE MONTH HAS BEEN VERY MILD

Conditions Favorable for Gathering Late Crops, But Not for Plowing, Seeding or Germinat on of

WASHINGTON, Nov. 1.—The climate and crop bulletin for October, issued to-ay by the Weather Bureau, says:

"In the districts cost of the Rocky tountains the moath of October has been by indid, and the first half generally.

These conditions upwer very layer.

GENERAL WHITE

The reconsistance forced the enemy to fully disclose his position and after a strong counter attack on our right, the infantry brigade and cavalry had been repolsed the troops were slowly withdrawn to came, pickets being left on observation. Late in the engagement the naval contingent under Captain Lambien, of H. M. S. Powerful, came into action and silenced, with their extremely accurate fire, the enemy's gons of position. "The circumstances which attended the movements of Lieutennt-Colonel Carleton's column are not yet fully known but from reports received the column appears to have carried out the night march unmolested until within two miles of

pears to have carried out the night march unmolested until within two miles of Nicholson's Nek. At this point two boulders rolled from the hill and a few rifle shots stampeded the infantry ammunition mules. The stampede spread to the battery mules, which broke loose from their leaders and got away with practically the whole of the gun equipment and the greater portion of the regimental small arm armunition. arm ammunition.
"The reserve was similarly lost.

HEAVY LOSSES.

HEAVY LOSSES.

"The infantry battallons, however, fixed bayonets and accompanied by the personnel of the artillery, selzed a bill on the left of the road, two milos from the Nek, with but little opposition. There they remained unmolested till dawn, the time being occupied in organizing the defense of the hill and constructing stone sangars and walls as cover from fire. At dawn a skirmishing attack on our position was commenced by the enemy, but made no way until 2:39 A. M., when strong reinforcements enabled them to rush to the attack with great energy. Their fire became very scarching and two companies of the Gloucester, in an advance position, were ordered to fall back. The enemy then pressed to short range, the losses on our side becoming very aumerous.

KIND TREATMENT.

"At 3 P. M. our ammunition was prac-tically exhausted, the position was cap-tured and the survivors of the column fell into the enemy's hands. The enemy treated our wounded with humanity, Gen. Jonbert at once dispatched a letter to me, offering a safe conduct to dectors and ambulances to relieve the wounded. A medical officer and parties to render first and to the wounded were dispatched to aid to the wounded were dispatched to the scene of action from Ladysmith last night, and the ambulance at dawn this

morning.

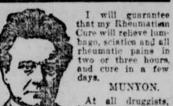
"The want of success of the column was due to the misfortune of the mules stampeding and the consequent loss of the guns and small arms ammunition re-

serve.
"The oriefal list of casualties and prisoners will be reported shortly. The latter are understood to have been sont by rail to pretoria.

"The security of Ladysmith is in no

way affected." A BRAVE STAND,

The gloom caused by the Britsh disaster at Ladysmith was in a measure relieved by to-day's story giving an account of the hero's stand made by the decimated battalions until their last cartridge was gone. The British nerve was mamentarily shaken by General White's use of the ward "capitulate" in his first telegram, but now that it is known that the Gloucesters



At all druggists, 25c a vial. Guide to Health and medi-

whereby the column was deprived of its

wounded were loying in heaps, and hun-dreds needed doctors. This is hardly horne out by the long list of captured

AMERICAN FRIENDSHIP, The calamity has served to show the British who are their friends. The papers British who are their friends. The papers comment on the salendid reserve of patriotism existing in the far away colonies and the "deep seated feeling of friendship and sympathy of the great kindred nation acress the Atlantic."

The Stendard sums up the feeling of the nation, saying: "From the United States and our colonies alone we hear the voice of friendly sorrow and encouragement. But that suffices All others are welcome to congratulate themselves

CABINGT MEETING.

Aldershot to-day that another complete army division will forthwith be formed for service in South Africa. The divis-ion consists of 10,000 men and 54 guns. This is possibly a preliminary step to

TO AID TRANSVAAL.

Mounted infantry-27 missing. The last mentioned were attached to the squadron of the Eighteenth Hussars that was entrapped by the Hoers after the battle of Glencoe. They were undoubtedly explured with the Hussars.

A careful calculation of the Eritish losses in all the engagements since the

outbreak of hostilities, excluding the casualties among the non-commissioned officers and men in Monday's disaster officers and men in Monday's dianster, here gives a total of 816 to which probably 1.20 will need to be added when details regarding the Ladysmith reverse are received.

This total is made up as follows:
Officers, 113-19 being killed, 61 wounded and 63 captured.

Men. 28-18; being killed, 42 wounded.

783-137 being killed, 492 wounded

and is captured.

Men. 782—137 being killed, 492 wounded and 154 captured.

BERLIN, Nov. 1.—The Neuestenachrichsten, in the course of an article evidently insulted, says:

"Germany has no intention of playing into the hands of Prance by intervening in the Transvaal. She intends to pursue a course of absolute neutrality."

URGING PEACE.

URGING PEACE. BERLIN, Nov. 1.—The Tageblatt says

BERLIN, Nov. 1.—The Tageblatt says Count Bothmer, president of the German Peace Societies, has telegraphed to Queen Victoria, praying her to accept the mediation of the United States in the war with the Transvaal.

BRUSSELS, Nov. 1.—Dr. Leyds, the diplomatic agent of the Transvaal, has received the consent of the British Secretary of State for War, the Marquis of Lansdowne, to allow a telegram to be Lansdowne, to allow a telegram to be sent to Preteria asking the number of killed and wounded on the side of the

ULTIMATE VICTORY CERTAIN. LONDON, Nov. 1.—Lord George Ham-ilton, Secretary of State for India, speak-ing at Ealing this evening regarding the

ing at Ealing this evening regarding the situation in South Africa said:
"Our ultimate victory is certain, and when the terms which we, as victors, will propose to the vanguished are known foreign nations will see that the main cause which has forced us to embark upon this conflict is not a desire of peculiary profit or of territorial aggrandizement, but determination to emancipate a vast territory, for the common benefit of mankind from an ignoble and degrading tyranny.

THE KENTUCKY FEUDISTS.

Have Easy Sailing-Witnesses Fear to

Testify Against Them.
LONDON, KY, Nov. 1.—The faudists charged with murder at Manchester, Clay county, Kentucky, have comparatively easy sailing, as witnesses summoned to appear against them will not testify

appear against them will not testify against the warring factions.

Mrs. Sarah Collins, chief witness against James and Millar Philpot and Alexander Fischer, charged with the murder of her husband, committed sulcide by taking polson, fearing, it is claimed, to testify against them.

Other feud cases have ren postponed from day to day on account of absence of witnesses, who refuse to attend court.

now that it is known that the Gloucesters and Pushlers fought against overwholming odds and upheld the best traditions of the British army the tension has been relieved, since there is no longer ground lives.

TIDE OF BUSINESS

standing near. Decidedly, it is dangerous

standing near. Decidedly, it is dangerous to witness awe-inspiring scenes.

DISLOPACED HIS WHISKERS.

On one of the floats in the parade a representation of Uncle Sam caused much amusement. Sam had the typical tail hat and long thin whiskers, only the hat was slightly tailer and the whiskers longer. At Third and Broad streets, the old man's hat got knocked off and in trying to replace it dislodged his whiskers. He then tried to replace both at once but with the sad effect that the whiskers got stuck on the tip of his nose while the hat fell off and stuck straight up on a spike driven in the wagon. The conveyspike driven in the wagon. The convey-ince was stopped, and with the assist-ince of several bystanders, Samuel was

There was certainly one person in Richmond who did not enjoy the parada today. On the Globe float, four stationary
seats were fixed on each corner of the
wagon and small boys, fantastixally
dressed, seated on each of them. One
little fellow with a Tam O'Shanter cap
placed jauntily on the side of his head
ledged himself on one of the back seats
when the cornels becan

A WOMAN'S VIEW.

How One of the Fair Sex Regards the

Great Parade.

The heavens to-day fried to make amends for the corry showing of Tuesday. Nover was a day more perfect, nor skies more cloudless, nor people more enthuglastic than those bent on seeing the mercantile and manufacturing center of the South.

the whoels of industry, for the noce atood still, and thousands walked the line of march. A wilderness of flags floated above the people's heads, and the groups of smilling, happy faces, the wind loosed bunting of colors gay, made a fitting pageant that impressed every

Sacrificed to Blood Poison.

Those who have never had Blood Poison can not know what a desperate condition it can produce. This terrible disease which the doctors are totally unable to cure, is communicated from one generation to another, inflicting its taint upon countless innocent ones.



taint upon countless innocent ones.

Some years ago I was inoculated with poison by a nurse who infected my babe with blood taint. The little one was unequal to the struggle, and its life was yielded up to the fearful poison. For six long years I suffered untold misery. I was covered with sores and ulcers from head to foot, and no language can express my feelings of woe during those long years. I had the best medical treatment. Several physicians successively treated me, but all to no purpose. The mercury and potash seemed to add fuel to the awful flame which was devouring me. I was advised by friends who had seen wonderful cures made by it, to try Swift's Specific. We got two bottles, and I felt hope again revive in my breast—hope for health and happiness again. I improved from the start, and a complete and perfect cure was the result. S. S. S. is the only one which can reach deepseented, violent cases. It never fails to

seated, violent cases. It never fails to cure perfectly and permanently the most desperate cases which are beyond the reach of other remedies.

S.S.S.For. Blood

is PURELY VEGETABLE, and is the only blood remedy guaranteed to contain no mercury, potash, or other mineral.
Valuable books mailed free by Swift
Specific Company, Atlanta, Georgia.



one with the vastness of Richmond's

The marshals in charge were taxed to their utmost in getting their lines into proper formation and it was fully an our beyond the appointed time when he cortese made its start. It was eleven o'clock when a platoon of police, mounted on noble steeds, commanded by Captain Hulec, whoeled into position headed by the National Home Band and followed by the marshals on horseback and the city officials in carriages. These

ceived the plaudits of the crowds, and

A TALL STANDARD BEARER

Is Mr. Hill Who Carried the Locom tive Works' Banner Yesterday.

The Locomotive Works' contingent in Hill as "color sergeant." He was conspicuous for his size, being six feet six inches tail, and weighing 20 pounds. Mr. Hill has "high" standing with the offi-cials of the Works in more ways than

chanic,

Mr. Hill was a Union soldier, and was
engaged in the fighting in Chickshominy
Swamp. As suggested by his name, his the country the better he liked it. He saw so much of it that he made it his home after the war, and is a substantial citizen of Richmond.

Slosson Wins.

Siosson Wins.

NEW YORK, Nov. 1. Slosson won the professional billiard match to-might at disalised Square Garden, Schaefer being leaten by 900 points to 750 points. Slosson again to-might outplayed Schaefer by 300 points against 65 and he increased his advantage when 1 or commenced by 8 caronic, and finally ended with a end of 143.

Slosson's average for the full 900 points. Siosson's average for the full 900 points as a shade over 40, and his best run of he match was 37. Schaefer exceeded this in twice, making 41 and 39 in to-night's lay. His average, however, was a little and 4 for the full pane.

Georgia Prohibitionists

Georgia Prohibitionists

ATLANTA, GA., Nov. 1.—At a convention of the Prohibitionists of Georgia
beie to-day the following resolution, infroduced by Rev. Dr. Ecouphton, passior of
the Tabernacle Raptist church, of this
city, was adopted:

Resolved, That we heartily favor the
enactment of such a law as will eliminate
the ignorant and purchasable element of
our voters in Georgia, and that we urge
the Legislature now in session to take
steps locking to the accomplishment of
this resolution."

To Renew the Treaty of Alliance. ROME, Nov. 1.-It is announced here that it is certain King Humbert and Emthat it is certain King Humbert and Emperor William will meet shortly, and that the interview will be of great political importance to the Italian and German governments, which have already agreed to renew the treaty of alliance.

The Emperor, it is added, is also urging Emperor Francis Joseph to visit King Humbert.

Burned to Death,

JOHLI, MO., Nov. 1. News has reached ere that Mrs. Pligree and two children ave been burned to death near Tig, Mc-Denald county.

The baby fell into a caldron of het ap-le-butter, and the mother and another, shild were fatally burned trying to

rescue it.

The baby was dead when taken out, and
the other two members of the family
died soon after.

Salvage From Wrecked Ferryboat, Salvage From Wrecked Ferryboat,

NEW YORK, Nov. 1—Nearly the whole
afternoon was consumed in removing the
bars of silver from the wreck of the rerryboat Chicago, in North river. It was said
to-day that there was about \$50,000 worth
of silver. This was removed a bar at a
time. The diver would place the bars one
by one in a bag and the the bag to a rope,
to be hoisted to the surface. The diver
would then come to the surface, take the
bag and go down again.

THE DUBLIN FUSILEERS.

A History of the Regiment Which Lost Heavily at Dundec. The Dublin fusileers, who charged on

the right flank and lost four killed and

record dating far back in the last century. Its first battallon, late the One points North, Stops only at Milford and Fredericksburg, Pullman aleepers to New York.

8:20 A. M. Sunday only, for Washington and points North. Stops at Elba, Gien Allen, Ashland, Taylorsville, Doswell, Ruther tren, Fenera, Minford, Woodslane, Guinea, Summil, Fredericksburg, Brooke and Widewater, Pullman car.

8:46 A. M. Daily, except Sunday, for Washington and points North Stops at Elba, Glen Allen, Ashland, Taylorsville, Doswell, Ruther Glen, Penola, Milford, Woodslane, Guinea, Summit, Fredericksburg, Brooke and Widewater, Pollman car.

12:00 M. Daily, except Sunday, for Washlaston and points North. Stops at Elba, Glen Allen, Ashland, Doswell, Milford and Fredericksburg, Parlor Car. Connects with Congressional Limited at Washington.

7:46 P. M. Daily, for Washington and at Arcot and Plassy, and during a cen-tury of fighting the jungles were strewn with its skeletons. In the war of the In-dian mutiny it was satirically known as he "sweet lambs" and had part in the apture of Cawnpore and relief of Luck-sw. It was brought to England for the Milford and Fredericksburg. Farlor
Car. Connects with Congressional
7:40 P. M. Dally, for Washington and
points North. Stops at Elba, Ashland, Doswell, Milford, Fredericksburg, Brooke and Widewater, Stops
at other stations Sundays, Sleeper
Richmend to New York. Sleeper
Washington to Philadelphia.
ARRIVE BYRD-STREET STATION.
8:49 A. M. Dally. Stops at Widewater,
Brooke, Fredericksburg, Milford,
Doswell, Ashland and Elba. Stops
at other stations Sundays. Sleeper
New York to Richmond.
3:50 P. M. Dally. except Sunday. Stops
at Fredericksburg, Milford, Doswell,
Ashland, Glen Allen and Elba, Frederighsburg, Doswell, Ashland and
Elba, Pulman cars from New York.
8:40 P. M. Dally. Stops only at Frederighsburg, Doswell, Ashland and
Elba, Pulman cars from New York.
8:50 P. M. Dally. Stops at Widewater,
Brooke, Fredericksburg, Summit,
Guinea, Woodslane Milford, Psnola,
Ruther Glen, Doswell Taylorsville,
Ashland Glen Allen and Elba, Sleep-

In 180, its two authored many year vice, it was brought to England.

In 1882, in accordance with new military arrangements, the Madras and Bombay regiments, or One Hundred and Second and One Hundred and Third, the "sweet lambs" and "old toughs," became respectively the First and Second battations

rish, families. The Irish land-dinched by the abolition of rack-nd indigment at what they consider

nished tollets—a la the Irish brigade at comons—during a conflict, a century ter, at Delhi. The second, organized 1837, also fought in the Indian mutins and had part, a dozen years ago, in the English land grab in Burmah. The Munster fuelleers are reported as forming part of the English forces in South Africa, but as yet they have not been heard of in any engagement.

BEAUFORT STORM SWEPT

Buildings Damaged-Boats Washed Up Into the Streets, BEAUFORT, N. C., Nov. 1—Special.

Beaufort is again in quite a dilapidated condition from wind and tide. On the night of the Seth the wind blew a gale from the southeast. One dwelling house was blown down. The bridges and al of the wharves are gone, several fences and small buildings are down and many boats are high in the cross streets. The foor of J. B. Jones' store was washed out and he lost about four hun-dred dollars' worth of flour, sait, etc. Forelaw's warehouse is a complete wreck, and D. S. Sanders, who had it rented, lost heavily in flour, salt and powder.

The Carrie A. Lane, which left here Sanday, being towed north, is supposed to be a wreck again. Great loss of life and property is feared from Virginia to Florida.

Oyster Shuckers' Strike Over,

NORFOLK, VA., Nov. 1.-The syste shuckers' strike is over. The packing-courses now have the labor needed. The Shuckers' Union supply store has closed owing to the shuckers being out of mone in consequence of their voluntary idle ness and unable to buy goods.

Florida Being Reimbursed. WASHINGTON, Nov. 1.—The Secretary of the Treasury to-day issued a warrant for \$2.815 in favor of the Governor of Ferrida, being the second instalment of the amount due that State for expenses in raising troops for the war with Spain.

The Shamrock Sails. NEW YORK, Nov. 1.—The Shamrock, Sir Thomas Lipton's yacht, started down the bay on her return voyage to Greenock at 19:35 this morning.

After the Boom Was Over. "When I came to this town," said the man on the dry goods box, "everything I had in the world was tied up in a red bandama handkerchief."

"And now," replied the tourist, who was waiting for the train.
"And now," replied the man on the box scratching his jaw, "everything I've got in the world is tied down with mortingers."

Guarded.

"No," said the returned soldier-hero, "I am not going to find any fault with Gen, Otis. Hels doing everything for the suncession of the insurrection and the establishment of good order in the Philippines that can be done-by Gen, Otis."—Chicaro Tribune. Chicago Tribune.

Source of Wor. How truly and pathetically unfortunate is the small republic with a large gold mine! RAILROADS.

STREET STATION.

Office: 835 Main street,

JNO. S. WAGNER,

City Pass, and Ticket Agent.

C. H. BOSLEY,

District Passenger Agent.

W. B. BEVILL,

General Passenger Agent.

General Office, Roanoke, Va.

Richmond, Fredericksburg and

Potomac Railroad.

SCHEDULE IN EFFECT OCT. 0, 1890. LEAVE BYRD STREET STATION.

3:33 A. M. Daily for Washington and points North, Stops only at Milford and Fredericksburg. Pullman sleep-

Atlantic Goast Line Schedule in Fflect JUNE 11, 1885.

LEAVE RICHMOND (DAILY), BYRD-SCHEDULE EFFECTIVE JULY 31, 1899 9:00 A. M. RICHMOND AN NORFOLK VESTIBULE LUMITED. Arrive at Norfolk II:25 A. M. Stops only at Petersburg. Waverly and Suffolk. Second-class tickets not accepted on this train. TRAINS LEAVE RICHMOND-BYRD. STREET STATION.

9:00 A. M. Daily, arrives Petersburg 9:31
A. M., Norfolk 11:27 A. M. Stope
only at Petersburg, Waverly and
Suffolk, Va.

Suffolk, Va.

9:05 A. M. Daily, arrives Petersburg 9:50
A. M. Daily, arrives Petersburg 9:50
A. M., Wedon 11:45 A. M., Fayettsville 4:15 P. M., Charleston 11:20 P.
M., Savannah 12:50 A. M., Jacksonville 7:30 A. M., Fort Tampa 6:20 P.
M., Connects at Wilson with No.
47, arriving Goldsboro 3:10 P. M.,
Wilmington 6:45 P. M., at Emportafor Buffalo Lithia Springs and all
infermediate points, arriving springs
3:55 P. M. Pullman Slesper New
York to Jacksonville.

11:20 A. M. Daily except Sunday, arrives

11:20 A. M. Daily except Sunday, arrives Petersburg 12:05 P. M. Stops Man-ohester. Drewry's Binff, Centralia and Chester on signal.

Second-class tickets not accepted on this train.

9:06 A. M. THE CHICAGO EXPRESS, for Lynchburg, Roanoke, Columbus and Chicago, Pullman Sieeper Hoanoke to Columbus; also for Bristol, Knoxville and Chaitanooga, Pullman sieeper Roanoke to Knoxville.

7:20 P. M. for Suffolk, Norfolk, and intermediate stations, arrives at Norfolk at 19:40 P. M.

9:00 P. M., for Lynchburg and Roanoke, Connects at Lynchburg with Washington and Chattanooga Limited. Pullman Sieepers Lynchburg to Memphis and New Orleans, Cafe, parlor and observation car Radf to Attala, Ala. Pullman sieeper between Richmond and Lynchburg, and herths ready for occupancy at 2:00 P. M. Also, Pullman Sieeper Petersburg and Roanoke.

Trains arrive Richmond from Lynchburg and the West dally at x 15 A. M. burg and Hoanoke.

Trains arrive Richmond from Lynchburg and the West daily at 8:15 A. M. and 8:66 P. M., from Norfolk and the East at 11:05 A. M. and VETIBULED LIMITED. 6:55 P. M.

Office: 835 Main street, 3:33 P. M. Daily, local, arrives Petersburg 4:15 P. M. Makes all stops.
5:30 P. M. Daily, arrives Petersburg 6:20 P. M. Makes local stops R. and P. railroad.

7:30 P. M. Dally, arrives Petersburg
8:04 P. M. Connects with N. and
W. for Norfolk and intermediate
points. Emporia 9:10 teomects with
A. and D. for stations between Emporia and Lawrenceville). Weldon
9:42 P. M., Fayetteville 1:07 A. M.
Charleston 6:02 A. M., Savannah
8:08 A. M., Jacksonville 1:09 P. M.,
Port Tampa 8:45 P. M.
NEW LINE TO MIDDLE GEOR.
GIA POINTS—Arriving Alken 7:28
A. M., Augusta 8:19 A. M., Macon
11 A. M., Atlanta 12:15 P. M., Pullman Sieepers New York to Wilmington, Charleston, Jacksonville,
Alken, Augusta and Macon
0:00 P. M. Dally, arrives Petersburg 9:20

Aiken, Augusta and Macon.

9.00 P. M. Dally, arrives Petersburg 9:30
P. M., Weldon 11:20 P. M. Makes
local stops between Fetersburg and
Weldon Arrives Lynchburg 2:15 A.
M. Roanoke, Va. 4:30 A. M. Bristol, Va. 19:40 A. M. connects at 1porta for Danville, Va., arriving 5:35
A. M. Pullman Sleeper Richmond
to Lynchburg.

10:45 P. M. Dally, Arrives Petersburg

10:45 P. M. Daily. Arrives Petersburg TRAINS ARRIVE RICHMOND, 3:23 A. M. Dally, from Jacksonville, Sa vannah, Charleston, Atlanta, Ma-con, Augusta and all points South.

con, Augusta and all points South,
8:15 A. M. Dally except Sunday, Atlanta, Athens anad Raleigh, Henderson, Lynchburg and the West.
8:37 A. M. Dally, Petersburg local,
8:00 A. M. Sunday only, From Atlanta,
Athens, Raleigh, and Henderson,
Lynchburg and the West. 11:05 A. M. Daily. Norfolk, Suffolk and Petersburg.

17:05 A. M. Daily. Norfolk, Suffolk and Petersburs.

1:35 P. M. Daily except Sunday. From Petersburs. Stops at Chester, Centralia, Drewery's Buff and Manchester on signal.

6:55 P. M. Daily. Norfolk, Suffolk, Waverly and Petersburs.

7:20 P. M. Daily. Jacksonville, Savannah, Charleston, Wilmington, Goldsboro and all points South.

8:56 P. M. Daily. Petersburg. Lynchburg and West.

J. R. KENLY. Trafile Manager.

General Manager.

Manager.

H. M. EMPERSON,
General Passenger Agent.
General Passenger Agent.
Division Passenger Agent.

OD SOUTHERN

SCHEDULE EFFECTIVE NOV. 1, 1800. TRAINS LEAVE RICHMOND, VA. 11:00 P. M., No. 11, Southern Express, daily for Atlanta, Augusta, Jackson-

ing car

ACCOMMODATION TRAINS.

(Daily Except Sunday.)

7:12 A. M. Leaves Elba for Quantico.

4:00 P. M. Leaves Byrd-Street Station for

Fredericksburg.

6:20 P. M. Leaves Elba from Ashland.

8:25 A. M. Arrives Elba from Ashland.

8:25 A. M. Arrives Elba from Ashland.

Fredericksburg.

6:06 P. M. Arrives Elba from Ashland.

W. P. TAYLOR.

Traffic Malager.

E. T. D. MYERS

President. Chesapeako & Ohio Rv.

Orleans and points South, which carries sleepers New York to New Orleans and New York to Jackson. Ville and Mianil for Nassau and Hawnna. Through fleeper Sainsbury to Membils.

6:00 P. M. No. 17, local, daily except Sunday, for Keyaville and Intermediate points.

TRAINS ARRIVE AT RICHMOND.

2:15 P. M. Dally, with Pullman to Cincinnal, Louisy, with Pullman to Cincinnal, Louisy, with Pullman to Cincinnal, Louisy, and at Grange with Southern failway, north-bound, at Covington, Va., for Hot Springs. Stops only at Important stations. Meals served on Dining cars. No. 7, local train, except Sunday, follows 200ve 13:30 P. M. Accommodation, except Sunday, for Doswell.

10:39 P. M. Daily for Cincinnat, with F. F. V. Pulman to Hinton, W. Va., and Gordonswifle to Cincinnati and Louisville. Meals served on dining car. Connects at Staunton (except Sunday) for Winchester, Va., and 2f Covington, Va., daily for Virginia Hot Springs.

TRAINS LEAVE EIGHTH-STREET STATION.

10:30 A. M. Daily, for Lyuchburg, Lexington, Va., and Clifton Forge, Connects, except Sunday, with Bucklingham and Alberene branches, and at Clifton Forge with No. 1 for Cincinnati. TRAINS ARRIVE AT HIGH MOND.

6:09 A. M. | From Atlanta, Augusta and
6:25 P. M. | Asheville, and all points
Still A. M., From Keysville and local
stations.
LOCAL FREIGHT TRAINS.
Nos. 61 and 52, between Manchester
and Neapolis.

YORK RIVER LINE VIA WEST POINT.

at Ciffton Forge with No. 1 for Cinctinnati.
5:00 P. M. Except Sunday for Columbia.
TRAINS ARRIVE AT RICHMOND.
8:00 A. M. Except Sunday, from Doswell.
8:30 A. M. Daily, from Cincinnati.
11:20 A. M. Daily, from Norfolk and Old Point.
3:30 P. M. Daily, from Cincinnati and Louisville.
6:50 P. M. Daily, from Norfolk and Old Point.
7:45 P. M., except Sunday, from Clifton Forge. TRAINS ARRIVE EIGHTH-STREET
STATION.
8:40 A. M. Except Sunday from Colum-6:20 P. M. Dally, from Cliffon Forge.
Lexington, Va., and Lynchburg, and except Sunday from New Castle and Rosney.

YORK RIVER LINE via WEST POINT.

THE PAVORITE ROUTE NORTH.

LEAVES RICHMOND.

130 P. M. No. 18, Raitmore Limited, daily except Sundays for West Point and intermediate stations, making close connection at West Point with steamers for Ealthmore.

2:39 P. M. No. 10, local express, daily except Sunday, for Wes. Point with stage at Lester Manor for Waikerton and Tappahaunock; also, at West Point with stage at Lester Manor for Waikerton and Tappahaunock; also, at West Point with steamer for Baitimore.

5:09 A. M., No. 46, local mixed. Leaves daily except Sunday from Virginia Street Station for West Point and intermediate stations, connecting with stage at Lester Manor for Walkerton and Tappahaunock.

TRAINS ARRIVE AT RICHMOND.

9:29 A. M., Daily from West Point and Haitmore, except Mundays.

10:45 A. M., except Sunday and Mondays.

6:40 P. M. Daily except Sunday from West Point and Intermediate stations.

Steamers leave West Point, daily except Sunday 6:59 P. M., arriving Haitmore at 2:20 P. M. arriving Haitmore at 2:20 P. M. arriving Haitmore at 3:20 P. M. arriving Mest Point 7:30 and Richmond 9:29 following morning; returning, leave Baitmore at 2:30 P. M. arriving Mest Point 7:30 and Richmond 9:29 following morning.

Steamers call at Almond's Wharf and Glouerster Point Tuesdays Thursdays and Saiurdays, at Claybank and York. town Mondays, Wednesday and Fridays. C. W. WESTBURY Trav Pass Agent, E. M. A. TURK, Traffic Manager, Gen Pass Agent, E. G. Pass Agent, E. G. Pass Agent, C. P. M. Sannond, Vashington, D. C.

JOHN D. POTTS, Assistant Gen. Pas. Agent.

For full information apply to
JOHN F. MAYER, Agent,
1212 east Main street,
Richmond, Va.
H. B. Walker, Traffic Manager, J. J.
Brown, General Passenger Agent, General Offices, Pler 26 N. R., New York.

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE.

S. A. L.

SEABOARD AIR LINE. SCHEDULE IN EFFECT MAY 8, 1898.

OLD DOMINION STEAMSHIP COMPANY.

DAILY SERVICE.

Steamers leave Norfolk,
Va., DailLy at 6:00 P. M.
Passengers leave Rehmond
via C. and O. railroad 9:00
A. M., or R. and P. railroad,
N. and W. route, D. A. M.
daily, cannecting with steamer at Norfolk stine twening.

Diract steamers carrying freignt and
passengers leaves Richmond every Mon.
day and Friday at 5 P. M. Additional
steamer (freight and steerage passengers)
leaves Richmond for Norfolk Wednesday
and Saturday at 5 P. M. connecting with
main line steamer for New York.

FROM NEW YORK passengers can
leave Dailly, except Sunday, 3 P. M.
(Saturday 4 P. M.) for Richmond via Old
Point or Norfolk
Direct steamers via James river leave
every Wednesday 3 P. M., Saturday 4 P.
M. (possengers and freight).

Freight for Richmond by steamers via
Norfolk Mondays and Thursdays 3 P. M.
Saflings from company's pier, 26 North
river. SCHEDULE IN EFFECT MAY 8, 1894.

LEAVES BYRD-STREET STATION.

9:05 A. M. Daily
9:00 P. M. Daily
for Henderson (arrive Durham daily, except Sunday), Raietgh, Santord, Southern Pines, Wilmangson, Wadesboro, Monrue, Charlotte, Lincolnton, Shelby, Rutherfordton, Chester, Clinton, Greenwood, Abeville, Elberton, Athens, ATLANTA, Augusta, Macon, Montgomery, New Orleans, Pensacoia, Jacksonville, Chattanooga, Nashville, Memphis, Texas, Mex. Ico. California and the West via Memphis or New Orleans.

Train leaving at 9:00 P. M. runs through solid to Atlanta without change of cars. Sleeper ready for occupancy at 8:40 P. M. TRAINS ARRIVE RICHMOND, 8:15 A. M. Dally, except Sunday (Sunday 8:09 A. Dally, 7:20 P. M. Dally,

For tickets, baggage checks, sleeping-car reservation, etc., apply to
H. M. BOYKIN,
General Agent,
SS east Main street,
eral Manager.
V. E. McBEE, General Superintendent,
B. W. B. GLOVER, Traffic Manager.
L. S. ALLEN.

Appointed sailing days: Every TUES.
DAY, FRIDAY, and SUNDAY at day.
light.
Freight received daily till 5 P. M.
Fare on passenger steamers, including meals and berth, 86.00.
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